



## NOTICES TO CONSIGNEES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM SWANSEA, LIVERPOOL AND SINGAPORE.

THE Co. S.S. *Pinguery* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be sent to the Office of the under-signed before Noon, on the 10th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 10th instant, at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant, will be subject to rent.

Bills of Lading will be countersigned by HOLLOWAY, WISE &amp; CO., Agents.

Hongkong, January 3, 1898.

NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP *COLUMBIA*, FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOUL.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARILL &amp; CO., Agents.

Hongkong, January 4, 1898.

STEAMSHIP *YARRA*. COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London or S.S. *Guadalupe*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day (Tuesday), requesting it to be landed here.

Bills of Lading will be countersigned by the Under-signed.

Goods remaining unclaimed after Tuesday, the 16th January, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before TUESDAY, the 16th January, or they will not be recognized.

All Damaged Packages will be examined on TUESDAY, the 16th January, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, January 4, 1898.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Santa*, Captain T. WHISKY being Sold as supplied to the House of LORDS.

The only GENUINE HOUSE OF LORDS BUR WHISKY, as supplied to that Assembly during the last 18 Years, is SAUNDERS

OB. BRAND in long Black Bottles.

It is never shipped in Dumps or clear Bottles.

CRAIGELLACHIE GLENLIVET DISTILERY CO., LTD.

Hongkong, January 8, 1898.

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

NOTICE is hereby given that the Seventh Ordinary Annual MEETING of the SHAREHOLDERS will be held at the OFFICE of the General Manager, No. 5 Queen's Road Central, on MONDAY, the 17th January, 1898, at 3 o'clock in the AFTERNOON, for the purpose of receiving the Report of the General Manager, together with a Statement of accounts to the 31st December, 1897.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 17th January 1898 both days inclusive.

MEYER &amp; CO., General Managers.

Hongkong, January 8, 1898.

NOTICE.

DURING the Temporary Absence of Dr. NOBLE.

F. H. BOWERS, D.D.S., will carry on the BUSINESS of Doctor NOBLE &amp; CO., DENTAL SURGEONS.

Hongkong, January 8, 1898.

THEY Steamship *Glenesk* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence delivery may be obtained.

Cargo remaining unclaimed after the 10th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damage and/or shortages not later than the 17th instant, otherwise they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 11 a.m.

Bills of Lading will be countersigned by JARDINE, MATHESON &amp; CO., Agents.

Hongkong, January 8, 1898.

CHAS. J. GAUPP &amp; CO., Chronometer, Watch &amp; Clock Makers, Jewelers, Gold &amp; Silverware.

BINOCULARS and TELESCOPES.

RATCHES &amp; CHAIN CHASERS.

ADMIRALTY &amp; IMPAY CHARTS.

NAUTICAL BOOKS.

English Silver &amp; Electro-Plated Ware, Christofle &amp; Co.'s Electro-Plated Ware, GOLD &amp; SILVER JEWELLERY in great variety.

DIAMONDS.

DIAMOND JEWELLERY, Scientific Collection of the Latest London Fashions.

NOTICE.

**FRAGRANT WATERS' MURMUR**  
That, if we can judge by your telegraphic news from the North and that from London, the game in the Far East has made more progress than most people had supposed.

That the greed of Russia seems to have grown in proportion as the holocausts of Corea and Manchuria allowed itself, and as Great Britain and Japan appeared to be more and less indifferent.

That Great Britain will hold aloof, as long as is possible, from the dismemberment of China, seems now to be quite settled.

That, as was to be expected, the Russian Bear is not to be permitted to do as he pleases in the Far East, at least so long as the British Lion has any strength left in the stroke of his paw.

That, mated with Japan for the distinctive purpose of preserving a reasonable balance of power, in the Further East, Great Britain and her ally could make short work of any opposing naval force that could be brought against them. That I never did think, and I do not now believe, the Russians will be indignant enough at our hostilities, after the prolonged and successful attempt to prevent the peace over the troubles in the East of Europe.

That there is every reason, however, for Great Britain to keep her powder dry and her ships and armament in good trim, as conscious strength will prevent war more effectually than any other condition of things.

That Russian diplomacy moves quietly but steadily to the attainment of its object, and the attempts hitherto at to claim the unchecked control of the Chinese Customs Service (getting all non-Russian officers from Sir Robert Hart onwards, sent admiral a la Sir MacLeavy Brown) show that there was a deeper meaning than was apparent in the Russian demand to the Chinese Government.

That it would be welcome light had we more details about the monetary help suggested to be given to China by the British Government, as that move would prove a checkmate to the absurd Russian claim to take over the management of the Chinese Imperial Customs Service.

That I fancy the venerable Inspector-General of Customs knows a thing or two about the proposal referred to.

That Russia will not only be most unreasonable and unfair, but exceedingly unwilling to push these ridiculous claims on far: a bad case is essentially a losing one, and Russian progress would merely be put back for a quarter of a century by an appeal to force.

That it must have been reassuring to the residents of Hongkong to learn that some advance had been made in the negotiations for the extension of Hongkong's boundaries on the Northern side of the Harbour.

That, in the consideration of the general question How to deal with the Chinese Empire, the rectification of the boundary on the Kowloon side of our Harbour may be a comparatively small matter in itself, but it is important to us in Hongkong, and not without its importance to British interests in the Far East.

That it is, therefore, reassuring to learn that the officials at the British Foreign Office and at the Peking Legation are alive to the necessities of the times.

That some movement is at last being made, I hope, concerning the government's departure of H. H. the Governor, but I have heard nothing more definite than that another has been called for on early day (next Monday).

That the death of the Rev. Professor Legge, Dr. S. H. Easton, must have been of his Eastern friends by surprise, as his splendid physique led one to believe him to be good for a century.

That the worthy Doctor was one of the greatest men who ever came to China—grand physically, intellectually, morally, and in every other good sense.

That his oldest friends on this side of the world hold him as high in their admiration that the receipt of the news of his appointment to the Chair of Chinese at the Oxford University gave them the most joyful pleasure.

That the translator of the Chinese Classics, Dr. S. H. Easton, is a giant among the other Sinologues, and his influence in educating intercourse with the best of Chinese and Western thought is incalculable.

That as the Father of the Educational System in Malacca and in Hongkong alone, his memory deserves to be held in the highest honour at the hands of every English in the Far East.

That he was a social and religious power in this Colony for many years, and his name will ever be remembered as the founder of the Union Church in Hongkong, upon the broad Catholic basis of the London Missionary Society.

That as a Scotchman he was true to the core, and I shall never forget the set with which he told me to do, he got his eldest son to read his breviary on the field of Bannockburn, and swear (with his father's lifetime allegiance to the traditions of the Scottish struggle for freedom and independence).

That I have a notion the man of all men who can worthily fill the shoes of the late Professor of Chinese at Oxford is the return and re-colonisation with Legge—one other than the Rev. John Chalmers, LL.D., who recently left Hongkong, after some forty years' service in Canton and Hongkong.

That sure I am there is no other man alive who deserves the honour more than J. H. Chalmers does, and the University of Oxford will honour itself by so honouring him.

That, turning to Hongkong matters, the Colony, and especially the bench of Licensing Justices, have suffered a rude shock during the week.

That it has been forced, somewhat painfully upon public attention that the system of licensing (and transferring) liquors is a most serious evil.

That the instance which has thrown this lurid light upon the licensing system is believed to be merely a representative case.

That even the respectable licensed victuallers of the Colony have been moderately astonished, and would be glad of a revision of the rules which guide the Executive in the selection of suitable licensees.

That now the object lesson of parasites has been given, it is to be hoped the lesson will be effectively acted upon, to the ultimate good of the commonwealth.

That I hear the St. Andrew's Society proposes to hold another Burns Concert, on the memorable 25th January.

That I feel confident it will prove to be one more success.

**BROWNIE**

Locally Composed, 8 Pieces, by Orange Ward, Esq., Xmas 1897. Price, \$1.00. Robinson Piano Company.

Having (after being wonned in an argument) 'If I had a son who was as like my love, I'd make him a parson,' (she encouragingly) 'Well, Mr. Justice, there are numbers of bright, thoughtful girls in this world.'

**REUTER'S TELEGRAMS.**

[SUPPLIED TO THE 'CHINA MAIL']

London, 6th January, 1898.

**OBITUARY.**

General Yeatman-Biggs, from an illustration contracted by the hardships of the Tirah Campaign.

**THE PLAGUE IN BOMBAY.**

One hundred and five deaths have occurred in Bombay from the plague within the last 48 hours.

**CHINESE LOANS.**

It is reported on the Stock Exchange that a Chinese loan at 3 per cent. will be issued at 110.

**THE FRENCH PRESS ON GERMANY IN CHINA.**

The French Press regards the cession of Kiaochau as a fair reward to Germany for securing the retrocession of the Liao-tung Peninsula.

**EGYPT.**

One hundred men of a Camel Corps, with 400 followers, have arrived at Kassala from Suakin in fourteen days, and a regular post has been established between Suakin, Berber and Kassala.

**WEATHER REPORT.**

The following notice is issued from the Observatory:—

On the 8th at 11.30 a. m. the barometer has risen generally, except in the extreme North. Anticyclonic conditions continue to prevail over China, with moderate gradients on the coast, and steep gradients in the China Sea. Forecast—Inglewood of fresh N and NW winds; fine. Very strong monsoon in the N. part of the China Sea.

**FOOTBALL.**

SCOTLAND v. THE WORLD. Played at the Happy Valley this afternoon. Result:—

Scotland, 2 Goals.

The World, 0 Goals.

**CRICKET.**

H.E.C. CLUB v. NAVY. This match was played to-day on the cricket ground. Scores:—

**CLUB.**

S. H. Smith, c. Renshaw, b. Wall ... 08  
Captain Dyson, b. D. ... 0  
K. F. Lamont, c. Wall, b. Wall ... 32  
F. M. G. Nichols, b. Wall ... 12  
P. G. R. Vallings, b. Wall ... 12  
A. Cox, b. Peul, b. Dewar ... 12  
H. H. Hardland, not out ... 12  
Captain Langhorne, A. G. Ward, E. Mast and A. Anderson, to bat ... 14

Extras ..... 124

Total for six wickets ... 228

**NAVY.**

Dr. Peul, b. Sercambi Smith ..... 4  
Wall, b. R. E. Lamont ..... 45  
Hastings, c. Anderson, b. Vallings ..... 45  
Ranson, c. b. R. E. Lamont ..... 19  
Dewar, b. Vallings ..... 19  
Nicholas, c. b. Vallings ..... 19  
Egerton Smith, b. Vallings ..... 19  
Dalympole not out ..... 19  
Ravenshaw Ward, b. Sercambi Smith Extras ..... 3

Total ..... 134

**CORRESPONDENCE.**

**THE LICENSING JUSTICES.** To the Editor of the 'CHINA MAIL.'

Hongkong, January 8.

DEAR SIR.—The Chairman at the Special Sessions held yesterday stated that 'the recognizance contains the following certificate: that the above-named householders are of good lands and reputations, and fit and proper to be licensed to sell, intersecting liquors and articles'! In this case the householders whose names were Louing Fai and Sui Kuhn.

This was true; but the householders who guaranteed Mr. Schwalm's high-class responsibility were J. E. Neidhart, Medical Officer; G. W. Binning, ppb. Cadowitz and Co., and Paul Brewitt.

Even a Bench of Justice would hardly have been satisfied with a 'good conduct certificate' from two unknown and interesting claimants; but the names above given as guarantors naturally carried weight with the J. P.s.

It is to be hoped that none of the other applicants whose licences have been granted on the recommendation of these same gentlemen (who I find signed respectively five, six and three applications) merit Mr. Wodehouse's definition of 'pimp' and parasites who should be removed from the colony.

It cannot be supposed that any of these householders would know what a 'good conduct certificate' means; but the Chinese who have hitherto held the monopoly of the sale of sedatives, they would allow the prospective trade in indifferent liquor to influence their judgments; but certainly they should have made some inquiry before recommending the granting of a license to such a person as that described in the police-report on Mr. Schwalm.—I am, etc., J. P.

A CIRCULAR letter has just been issued from the Admiralty which announces that no class of engineer warrant officers is to be treated as 'navy'.

That, from among the eight-room arid officers who have hitherto all been rated as chief petty officers, the new warrant officers are to be under the same regulations as the others; but their chief petty officer time will be appraised at a higher rate for pension. The artificer engineers must have had ten years' confirmed service, and not less than thirty-five years of age, and must have passed a prescribed examination.

The first examination of candidates for the new rank will be held in January, the second on the third Monday in next September, and therefore there will be a short interval.

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**THE EXTENSION OF HONGKONG.**

**DESCRIPTION OF MIRS BAY.**

Although the name has been on every one's lips lately, I doubt whether many of the residents in Hongkong know much about Mirs Bay as it really is, and a few impressions gleaned upon a recent cruise in the Bay may not be uninteresting.

There are two routes to the Bay, the one overland and the other by sea.

To begin with the latter: leaving Hongkong by the Typhoon, the voyager crosses

Junk Bay to Foo-tow-shau, and at once emerges from the placid inland waters into the rollers of the China Sea, which, during the N.E. monsoon, heat incessantly bears

the rocky promontories and islets of the East coast of San-on.

Steaming for about two hours in a North-Easterly direction with a heavy beam sea is not pleasant to an ordinary landsman, but the coast scenery is sufficiently interesting to repay a few quins of the stomach.

On the right is the rocky group of the Ninepins, standing up boldly against the assault of the ocean; on the left the picturesque inlets Port Shelter and Rocky Harbour, studded with emerald isles, ringed with white surf and backed by the towering peaks of the Kowloon and Hunchback ranges. Crossing these inlets, the launch passes through a group of islands and coves, while sheltering fishing hamlets under their lee.

Five miles beyond Town Island, the largest of the group, Fung Head, the Southern promontory of Mirs Bay, is rounded, and immediately one enters smoother waters, as the force of the sea is broken by Mirs Point, the overlapping Northern cape of the Bay. The entrance is about five miles across, but the bold curve of the Northern shore soon broadens the Bay to ten miles, measured due North and South. The Northern shore for a distance of 20 miles from Mirs Point to the Western extremity, known as Starling Inlet, is a completely unbroken semi-circle, with numerous villages at the foot of the hills, and cultivation wherever the ground is sufficiently flat. The Southern shore shows a remarkable contrast, being much broken up with islands and coves, while about half way between Fung Head and Starling Inlet is the opening of Tolo Harbour, barely three-quarters of a mile broad.

The Harbour, however, spreads out into numerous coves, one of which, Tide Cove or Shatzen, runs in well behind Kowloon City, which is only 3 miles distant across the Custom House Gap.

This means that vessels of shallow draft can get within five miles of the Kowloon Docks in perfect secrecy, while the largest man-of-war can lie safely at anchor only three miles further out.

Mirs Bay proper contains over 50 square miles of water of a mean depth of 10 fathoms, without rock or island, in which all the navies in the world might lie in smooth water.

On entering Tolo Harbour the change from the restless sea outside to the glassy sheltered bay, with the hills rising peacefully from the water's edge, is simply magical, and an hour's steaming through the coves and inlets of the Southern shore, with the foliage covering their slopes from the shore right up to the fantastic rocks which crown the ridge and frown down upon the lake.

The view from the summit (2,300 feet) well repays a climb, although the ascent from the shore is exceptionally severe, as no path worthy of the name exists, and a considerable amount of 'all-four' work is required.

The whole sweep of Mirs Bay, its encircling hills rose with sunset, lay to the N.E., Southwards the Kowloon and Hongkong hills rose in mingled shadow and sunlight, to the West the Capricornion burnt like a sea of fire, while high Tai-mo-shan, with its cloud-capped head, blocked from view the entrance to the Canton River. It is well, however, not to be benighted, as the writer was, on these hills, as stumbling through the thorny bushes in the dark seeking vainly for a path (with all sorts of tiger stories recurring to one's mind) is not a pleasant experience.

Tolo Harbour at night was highly phosphorescent, every splash raising a point of fire while the boat appeared to plough her way through molten silver. Steaming through Tolo Harbour in the early morning, we turned to the North-West and threaded a chain of land-locked harbours, formed by numerous islets, to reach Starling Inlet at the head of Mirs Bay. Here, standing sentinel over the bay, rises Chong Hill, a remarkable dome-like mountain, 3,000 feet high, rising on every side from the plain with no ridge connecting it with neighbouring hills; its smooth treeless slopes covered with brown grass seem to beckon one to climb. But those same grassy slopes are in fact nearly as slippery as glass, and we behind the unvarying mountain who has no bars or nails in his boots.

By dint of two and a-half hours' hard work, we gained the top, but the tiger cookies said: 'No can walkes topside,' and they struck and struck about half way up, keeping at the 'mountain' day with tigerish barks.

From the summit a most extensive view of the East Coast of the Canton River is obtained, apparently a rich and fertile country, with frequent white villages, nestling amid banana and banyan, dotting the smiling plains.

The Sam Tsui River rises in Chong Hill, and running South West for 10 miles into Deep Bay, forming the projected boundary of the hoped-for addition to British territory. This mere 'strip of territory,' by the way, which they say is to be added to Hongkong, is of much larger extent than most people probably imagine, containing over 250 square miles of barren hill and fertile plain.

The water of Starling Inlet, in marked contrast to Deep Bay, is clear as crystal and deep close inshore; every object on the sandy bottom is perfectly visible, and the chief occupation of the fisherman appears to consist in picking up shell-fish off the bottom of the sea with a pair of long bamboo poles, worked chopstick fashion.

The market town of Sha-Tau-Kok, on the North bank of the Inlet, looks clean and prosperous, the large square whitewashed pavilion at a little distance bearing a curious resemblance to the tower of an English Parish Church. The natives have a contented appearance, and seem to be quite friendly to foreigners.

Altogether a most charming spot than Starling Inlet for a seaside basking resort I have rarely seen, and if some enterprising hotel proprietor were to build a small hotel there and persuade the Steamboat Company to run 'Saturday-to-M

## Banks.

**THE MERCANTILE BANK OF INDIA LIMITED.**  
AUTHORIZED CAPITAL.....\$1,500,000  
SUBSCRIBED.....\$1,125,000  
PAID UP.....\$602,600  
RESERVE FUND.....\$10,000  
BANKERS: LONDON JOINT STOCK BANK, LIMITED.  
INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.  
On Fixed Deposits—  
For 12 Months .....4%  
" 3 " .....2½%  
" 3 " .....2½%  
J. THURBURN,  
Manager, Hongkong.  
Hongkong, December 1, 1897. 2340

**THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.**  
INCORPORATED BY ROYAL CHARTER 1853.  
HEAD OFFICE, LONDON.  
CAPITAL PAID UP .....\$280,000  
RESERVE LIABILITY OF SHARE-HOLDERS .....\$280,000  
RESERVE FUND .....\$375,000  
INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance.  
On Fixed Deposits for 12 months 4%  
" 3 " .....2½%  
" 3 " .....2½%  
T. H. WHITEHEAD,  
Manager,  
Hongkong, June 2, 1897. 846

**HONG KONG AND SHANGHAI BANKING CORPORATION.**  
PAID-UP CAPITAL.....\$10,000,000.  
RESERVE FUND.....\$8,000,000.  
RESERVE LIABILITY OF PROFESSIONALS .....\$10,000,000.

COUNT OF DIRECTORS:—  
ST. C. MICHAELSON, Esq.—Chairman.  
Hon. J. J. BEL-AIRING, Esq.—Deputy Chairman.  
C. BEURDEN, Esq. A. J. Raymond, Esq.  
G. D. BOWING, Esq. R. L. Richardson,  
G. B. DODWELL, Esq. E. R. Shaw, Esq.  
R. M. Gray, Esq. N. A. S. S. Esq.  
David Gibb, Esq. R. Shaw, Esq.  
Chief Manager:—  
Hongkong, T. J. Jackson, Esq.,  
Manager.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2% per cent. per annum.  
On Fixed Deposits:—  
For 3 months 2½ per cent. per annum.  
" 6 " .....3½ " .....3½ "  
" 12 " .....4 " .....4 "

T. JACKSON,  
Chief Manager,  
Hongkong, November 8, 1897. 368

**HONGKONG SAVINGS BANK.**

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,  
T. JACKSON,  
Chief Manager,  
Hongkong, August 1, 1897. 1515

**THE NATIONAL BANK OF CHINA, LIMITED.**  
AUTHORIZED CAPITAL.....\$1,000,000.  
PAID UP CAPITAL.....\$624,574.  
HEAD OWNER—HONGKONG.

COUNT OF DIRECTORS:—  
D. GILLES, Esq. J. T. LAURENCE, Esq.  
CHAN KEE-SAN, Esq. CHOW TUNG SHANG,  
KWAH BOY CHUEN, Esq.  
Chief Manager:—  
G. W. F. PLATFIRE.  
Interest for 12 months Fixed 5%.  
Hongkong, November 30, 1897. 171

**XMAS SPECIALTIES.**

XMAS AND NEW YEAR CARDS in Various Designs, GADSBURY'S CHOCOLATE CREAMES in Fancy Boxes of Various Sizes.  
CALLARD & BOWDERS ASSORTED TOPPERS and BUTTER SCOTCH, TOM SMITH'S and BAKER'S XMAS CRACKERS, COMPAGNIE FRANCAISE FANCY SWEETS of Various Kinds. Also, XMAS CAKES, RAISONS and MINCEMEAT XMAS PLUM PUDDING, ASSORTED NUTS, &c. 10% reduction for Cash.  
H. RUTTNER,  
13, D'Aguilar Street, Hongkong,  
and  
2407 19 & 20, Elgin Road, Kowloon.

**ASTHMA CURE**  
GRIMMELT'S INDIAN CIGARETTES

Recommended by Medical Authorities in Europe, Asia and America for the immediate relief of Asthma and Bronchial trouble. Lymphatic and Irritation of the air passages.  
Grimmelt's Cigarettes ease the frequent tightness across the chest, and give a strong feeling of repose and comfort, so that you may again neglect your business or sit up all night without difficulty for breath for want of suffocation.  
Directions for use enclosed with each box.

**BETTER THAN COPAIBA!**  
**MATICO**  
GRIMMELT & CO., CHEMISTS, PARIS

Renowned Physicians prescribe Grimmelt's Matico as the most active and the same time, the most non-irritative remedy for the treatment of Acute and Chronic Discharge. The effects of Matico are similar to those of Copal, but do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent

WATER CAPSULES in BOTTLED OIL.

For Sale by A. S. WATSON & CO., CHEMIST.

## Shipping.

## Steamers.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY AND TAIWANFOO.  
The Co. Chartered S.S. *Pearlport*, Master, shortly ex-  
cepted here, will load for the above Ports, and will have quick despatch.

For Freight or Passage, apply to

**DOUGLAS LAPRAKE & CO.,**  
General Managers.

Hongkong, January 8, 1898. 48

FOR SINGAPORE, HAVRE AND

HAMBURG.

(Calling at NAPLES for landing Passengers of sufficient inducement offers).

(Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Delta*, Capt. E. CHRISTIANSEN, will be despatched for the above Ports on MONDAY, the 10th instant, at 3 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

**SIEMSEN & CO.,**  
Agents.

Hongkong, January 5, 1898. 33

FOR SINGAPORE, ANTWERP AND HAMBURG.

(Taking cargo at through rates to

ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Delta*, Capt. E. CHRISTIANSEN, will be despatched for the above Ports on TUESDAY, the 11th instant, at 3 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

**SIEMSEN & CO.,**  
Agents.

Hongkong, January 4, 1898. 32

FOR SHANGHAI, ANTWERP AND HAMBURG.

The Steamship *Delta*, Capt. E. CHRISTIANSEN, will be despatched for the above Ports on MONDAY, the 10th instant, at 5 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

**SIEMSEN & CO.,**  
Agents.

Hongkong, January 3, 1898. 31

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship *Delta*, Capt. E. CHRISTIANSEN, will be despatched for the above Ports on WEDNESDAY, the 12th instant, at 4 p.m.

For Freight or Passage, apply to

**DODWELL, CARLILL & CO.,**  
Agents.

Hongkong, January 5, 1898. 39

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship *Delta*, Capt. E. CHRISTIANSEN, will be despatched for the above Ports on TUESDAY, the 11th instant, at 4 p.m.

For Freight or Passage, apply to

**DODWELL, CARLILL & CO.,**  
Agents.

Hongkong, January 5, 1898. 39

FOR SHANGHAI AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND ISLAND PORTS and taking through cargo to ADELAIDE, NEW ZEALAND, &c.)

The Steamship *Gaelic*, Capt. E. CHRISTIANSEN, will be despatched for the above Ports on TUESDAY, the 18th instant, at 4 p.m.

This well-known Steamer is specially fitted for Passengers, who has a Refrigerating Plant, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the China Navigation Company, and vice versa.

For Freight or Passage, apply to

**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, January 5, 1898. 41

FOR SHANGHAI, MELBOURNE AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND ISLAND PORTS and taking through cargo to ADELAIDE, NEW ZEALAND, &c.)

The Steamship *Gaelic*, Capt. E. CHRISTIANSEN, will be despatched for the above Ports on TUESDAY, the 18th instant, at 4 p.m.

For Freight or Passage, apply to

**GIBB, LIVINGSTON & CO.,**  
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Hongkong, January 5, 1898. 41

FOR SHANGHAI, MELBOURNE AND MELBOURNE.

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The Steamship *Gaelic*, Capt. E. CHRISTIANSEN, will be despatched for the above Ports on TUESDAY, the 18th instant, at 4 p.m.

For Freight or Passage, apply to

**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, December 31, 1897. 2547

FOR NEW YORK, VIA SUZ CANAL.

The Steamship *Delta*, Captain Farquhar, will be despatched as above on the 17th January.

Application for Freight should be made at once as there is only a limited space available.

For Freight or Passage, apply to

**MELCHERS & CO.,**  
Agents.

Hongkong, December 28, 1897. 2548

FOR NEW YORK, VIA SUZ CANAL.

The Steamship *Delta*, Captain Farquhar, will be despatched as above on the 17th January.

Application for Freight should be made at once as there is only a limited space available.

For Freight or Passage, apply to

**MELCHERS & CO.,**  
Agents.

Hongkong, January 3, 1898. 15

FOR NEW YORK, VIA SUZ CANAL.

The Steamship *Delta*, Captain Farquhar, will be despatched as above on the 17th January.

Application for Freight should be made at once as there is only a limited space available.

For Freight or Passage, apply to

**MELCHERS & CO.,**  
Agents.

Hongkong, January 4, 1898. 25

FOR NEW YORK, VIA SUZ CANAL.

The Steamship *Delta*, Captain Farquhar, will be despatched as above on the 17th January.

Application for Freight should be made at once as there is only a limited space available.

For Freight or Passage, apply to

**MELCHERS & CO.,**  
Agents.

Hongkong, October 28, 1897. 2519

FOR NEW YORK, VIA SUZ CANAL.

The Steamship *Delta*, Captain Farquhar, will be despatched as above on the 17th January.

Application for Freight should be made at once as there is only a limited space available.

For Freight or Passage, apply to

**MELCHERS & CO.,**  
Agents.

Hongkong, October 28, 1897. 2519

FOR NEW YORK, VIA SUZ CANAL.

The Steamship *Delta*, Captain Farquhar, will be despatched as above on the 17th January.

Application for Freight should be made at once as there is only a limited space available.

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**MELCHERS & CO.,**  
Agents.

Hongkong, October 28, 1897. 2519

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commenceing from Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the Harbour or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

## Section.

- From Green Island to the Gas Works.
- From Gas Works to Jardine's Wharf.
- From Jardine's Wharf to the Harbour Master's Office.
- From Harbour Master's to the P. & O. Co.'s Office.
- From P. & O. Co.'s Office to Puddar's Wharf.
- From Puddar's Wharf to the Naval Yard.

- From Naval Yard to Blue Buildings.
- From Blue Buildings to East Point.
- From Kelleys Island to North Point.
- Kowloon Wharves.
- Jardine's Wharf.

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# THE CHINA MAIL.

SATURDAY, JANUARY 6, 1895.

Intimations.

LEA AND PERRINS'

OBSERVE THAT THE  
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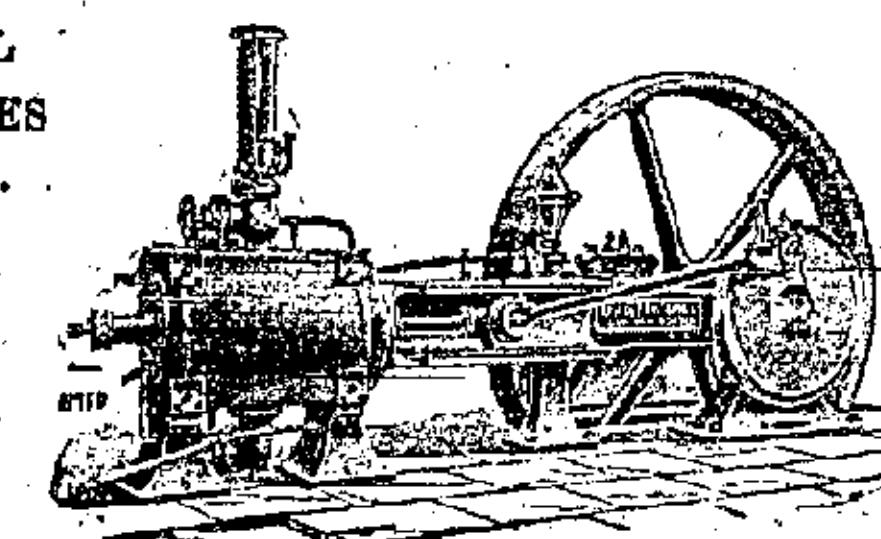
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